

CIP Project Suggestions, by District Council

District Council Greater Duwamish

Project Title

7 projects: 1. Stormwater improvements, 2. Missing sidewalk construction, 3. City light pole replacement funding, 4. Traffic circle budget increases, 5. Jefferson Park Hard Lid, 6. Graffiti removal, 7. South Holgate Street Pothole repair

Project Description

1. Stormwater improvements & repair of 20th Avenue South between S. Spokane Street & McClellan. This street has drainage problems mid-block due to upheaval and slope. I propose using it as a demonstration (#2) of 'green' stormwater management with swales etc. as was done in a NW Seattle neighborhood. OR, the street could simply be repaired / repaved with proper superelevation etc.
2. Missing sidewalk construction (between Rainier Avenue S. and 23rd / McClellan, on Cheasty Blvd., east side of Jefferson Park on 23rd Avenue S.). There are many missing sidewalks, curbs and gutters in this vicinity. I propose building them. 3. City light pole replacement funding. Pole 4003 in front of 3029 20th Avenue South is leaning. I called to report it 2 years ago and was told we have a backlog and not enough funds, there are lots of leaning poles in the city especially in Beacon Hill area. Increase this budget, so these can be replaced and the transmission wire upgraded. 4. Traffic circle budget should be increased, I understand there is a big backlog for these and other traffic calming. The intersection of S. Holgate/20th Avenue S. is an accident waiting to

Project Location

3000 block 20th Avenue South, North Beacon Hill area

Project Justification

Project 1. The street doesn't drain properly water pools in the planting strip and mid-block. The curbs are uneven. Upheaval has damaged the street. SPU visited our site and said it was an SDOT issue not theirs. It is at the bottom of steep slopes so in heavy rains it bears high water runoff. Everyone on the street would benefit 4 blocks of housing, ~80 families. It is a health issue and safety issue when cold weather leads to ice/frost on roads too. Other streets in the vicinity are also at risk from similar issues. Projects 2, 4 and 6 are local examples of projects that need more funding in order to make an impact on people's lives across the city. Just please distribute the funds fairly across different neighborhoods. Project 3. Eventually, this is a safety issue not just appearance. The wires are old and insulation is falling off the distribution wires. The poles are tilting and should be replaced. Pole 4003 is further in trouble on

Reviewing Department

SDOT

Dept Recommendations

2. Pedestrian improvements could potentially be funded through the NSF/CRF program, administered by DON. 4. Traffic circles are funded through the operating budget, not the CIP; this request can be considered as part of future budget development. 7. See response to request #6, Holgate Resurfacing.

District Council Greater Duwamish

happen due to poor sight distance. 5. Jefferson Park hard lid / playground equipment / walking trail east side

of golf course. I want to see a hard lid on the remaining reservoir. I think the plan as of Feb.2006 is a great one, especially the soccer fields. The playground in this park is in poor shape, I'd like to see it developed with no pesticides since the golf course uses plenty in our neighborhood already. The walking trail needs to be completed on the east side of the 18 hole course just south of Spokane Street. 6. Graffiti removal funds. This is important program, please keep funding it adequately. 7. South Holgate Street pothole repair, railroad crossing safety repairs (paving). This street is one example of how badly

the street with bad drainage, see #1. It is just one on a long list of necessary

replacements across the city. Project 5. The hard lid and associated improvements will be enjoyed by people all over Beacon Hill and the city. There are great views up there and with better facilities the draw will be tremendous. Also any time there are sports fields involved families all over town benefit every day. Project 7. This road is in terrible shape, it is difficult to drive over the rails safely. Whatever the daily volume is represents the number of people that will benefit.

District Council Greater Duwamish

Project Title

Beacon Bluff Community Garden

Project Location

15th & Massachussetts on N. end of Beacon Hill

Project Description

My pet project proposal is for the Beacon Bluff Community Garden at 15th & Massachussetts. This is a community garden that has been initiated and maintained by the community for the past 4 years. It is on a right of way overlooking the cascades. With the new light rail station, which is only a few blocks to the south, this is an opportunity to improve the neighborhood and invite more foot traffic and more community involvement. We could use a small budget to make some major improvements, such as grading and installing a permeable path through the site (which is on a steep slope). I would suggest using railroad ties to hold the path and use bark or nut shells for the path, and to grade an area above the P-patches for a picnic table and gathering area. I read the PI article and also second the suggestion of the person who would like to see a park at the Beacon light rail station. I think this is a wonderful neighborhood, and I'd love to see it's image improve! Thanks! Heather Nelson

Project Justification

Reviewing Department

Parks

Dept Recommendations

Add project to the Asset Management Plan.
Possible NCRF funding.

District Council Greater Duwamish

Project Title

Beacon Hill Bike Lanes Project

Project Description

My request is for a new facility. I have outlined the proposed route for the Bicycle Lanes above. Seattle has an established tradition of bicycle lanes. This proposal continues and extends that tradition to south Seattle, an area that needs bicycle lanes. The idea behind this proposal is to provide safe and secure bike lanes on Beacon Hill. I consider Beacon Avenue South to be a perfect location for bike lanes. I commute to work downtown from Beacon Hill on a daily basis and I can personally attest to the need for bike lanes on Beacon Hill. New bike lanes would make Beacon Hill a safer and more popular location for bicycle commuting.

Project Location

Starting on 15th Avenue South on Beacon Hill, from the Jose Rizal Bridge on the north, and continuing from there on 15th Avenue to the intersection of 15th Avenue South and Beacon Avenue South, and then continuing on Beacon Avenue South to the southern end

Project Justification

I am unable to give exact numbers to support my proposal, but I can state that there are many bicycle commuters on Beacon Hill, whom I see on a daily basis whether riding my bicycle or commuting to work on Metro route 36. Beacon Avenue South is the logical location for bicycle lanes on Beacon Hill, given its width. To the best of my knowledge there are currently no bicycle lanes on Beacon Hill.

Reviewing Department SDOT

Dept Recommendations

Unfortunately there does not appear to be adequate roadway width to install bicycle lanes on 15th Avenue South. There may be opportunities for small-scale improvements such as additional signs and markings. These would be funded through existing Bicycle Program funds.

District Council Greater Duwamish

Project Title

Bike Lanes on Swift Ave South from Intersection with Albro to Beacon Avenue

Project Location

Swift Avenue South

Project Description

A bike lane on either side of Swift would be nice, but on the southbound side in particular, where bikes cannot get up to speed with cars (because of a 200 foot incline) and where cars have the tendency to act as if there are two lanes a bike lane is imperative. There are no bike lanes now.

Project Justification

Hundreds of people used to use the old military road as a trail both for hiking and biking and it's gone now. The hikers have a sidewalk (sort of) but the bikers are left with much busier streets for their commutes and pleasure riding. After the city sold the rights to Military Road to the railroad (and closed it!), our safe route to parts west from Beacon Hill was removed. Our choices became Martin Luther Way South (which is currently in chaos and unsafe) and Swift Ave South. Swift is wide enough and since it's a hill going southbound there's no way for bikes to keep up with traffic. Any bike lanes (as well as this one) that you could install in the city would greatly enhance the city's attractions as well as improve safety.

Reviewing Department

SDOT

Dept Recommendations

Requires further investigation. If determined to be desirable and feasible, will implement with existing bicycle program funds.

District Council Greater Duwamish

Project Title

Bus Barn Fields

Project Location

Metro's Central Base (bus barn) in SODO

Project Description

We are proposing building a structure, or bus barn, that covers the Metro's Central Base along Airport Way in the SODO district. In addition to building the new bus barn structure, we propose creating lighted, artificial grass soccer fields on the lid of the bus barn. This project would consist of building a new facility (the bus barn and fields) at the site of an existing asset (Metro's Central Base).

Project Justification

The demand for soccer fields far exceeds Seattle's current capacity to meet the needs of thousands of soccer players. Currently, Seattle Youth Soccer Association serves over 11,000 children. The Greater Seattle Soccer Association, one of two major adult soccer organizations in the area, serves over 10,000 adults. All of these programs compete for limited field time; in particular, lighted fields. Because Seattle is already a developed city, it does not have much open space available to build new parks or fields. Therefore, it must make better use of existing space, and build up. The Metro Central Base facility occupies a large stretch of land in the heart of Seattle. We propose building a structure that will create a bus barn over the buses. The lid of the barn would be covered with plastic turf and made into soccer fields. Additional structures will be necessary to create a mechanism to prevent balls from exiting the field area. The location already has lights, hence lighting the fields will not present the neighborhood issues that so often impede process and progress.

Reviewing Department

Parks

Dept Recommendations

Do not consider. (Not in Parks plans.)

District Council Greater Duwamish

Project Title

Carleton Ave S. street improvements

Project Location

Carleton Ave S. from Bailey Ave to East Marginal Way (Georgetown)

Project Description

This proposed project would widen the planting strips on both sides Carleton Ave South between Bailey Ave and East Marginal Way, a distance of 5 blocks. Carleton Ave South is extremely wide. Installing larger planting strips, like the neighboring streets of Flora, Corson and Orcas, would provide room for street trees and/or the extension of homeowner's gardens. This would beautify the entire street, including the portions that are industrial and would add green space, as dictated by our neighborhood plan*. Additionally, the narrowing of the street would continue to slow traffic, currently managed by traffic circles only.*Chapter 3.0 Georgetown Neighborhood Plan Elements, page 24, E-3 Green Georgetown. "Throughout Georgetown, there should be opportunities to promote more parks, enact industrial streets landscaping plans as called for by code and implement recommendations for the co-existence of a natural habitat and working waterfront for the Duwamish River as per the Lower Duwamish Habitat Restoration Plan by the Duwamish coalition (1996).

Project Justification

This project would serve the entire residential and business population of Georgetown as well as visitors to the community and to Oxbow Park, home of the Hat n' Boots. As a part of our neighborhood plan, Georgetown is dedicated to a green Georgetown. While the existing street is adequate, the enlarged planting strips would provide needed green space, street trees and general beauty for all who travel its' length. The would improve the quality of life for all who live and work in Georgetown. Eight Ave S, the street directly across East Marginal Way from Carleton Ave South, is in the very early planning stages of a similar effort to provide street trees and walkways through the industrial area to Gateway Park on the Duwamish. The completion of both projects would be an enormous leap forward in the restoration of this area. The current residential population is approximately 1400, business and visitor traffic is unknown.

Reviewing Department SDOT

Dept Recommendations

There may be some opportunities to fund this type of project in phases through the Neighborhood Matching Fund or the Neighborhood Street Fund/Cummulative Reserve Fund program, both of which are administered by the Department of Neighborhoods.

District Council Greater Duwamish

Project Title

Curb Bulb Installation on 14th Ave S and 15th Ave S between the Jose Rizal Bridge and Beacon Ave

Project Description

Design and construct Curb Bulbs at twelve locations along 14th Ave S and 15th Ave S on Beacon Hill. Eight of these proposed locations are at existing, marked crosswalks. Four of the proposed locations are not currently marked crosswalks. See attached figure for locations.

Project Location

NE corner of 14th Ave S and S Hill St NE corner of 15th Ave S and S Hill St NE corner of 14th Ave S and S Plum St NE corner of 15th Ave S and S Plum St SE corner of 14th Ave S and S Holgate St NE corner of 14th Ave S and S Massachusetts St NE corner of 15

Project Justification

During the morning and afternoon commute there is a high volume of traffic that travels at a high rate of speed on 14th Ave S and 15th Ave S on Beacon Hill. These busy arterials divide North Beacon Hill. Crossing these streets during this time of day is difficult and dangerous for pedestrians. Residents on the eastern half of North Beacon Hill who ride Metro Routes 36 and 60 have a difficult time crossing these busy arterials to get to the bus stops. Employees of Amazon and PacMed also have to deal with crossing traffic on Golf Drive S at an awkward 3 way intersection. Children who live east of 15th Ave S and attend Beacon Hill Elementary or use the sports fields and play equipment at Beacon Hill Playfield have to cross these busy streets too. Constructing Curb Bulbs along 14th Ave S and 15th Ave S will make it easier and safer for pedestrians to cross these busy streets. They will provide improved visibility making it easier for automobiles to see pedestrians and stop to let them cross safely. Curb Bulbs will increase the visibility of pedestrians to cars and the visibility of cars to pedestrians. These pedestrian improvements will encourage residents to walk more and take transit more frequently since it will be easier for them to traverse Beacon Hill on foot.

Reviewing Department

SDOT

Dept Recommendations

There may be opportunities to fund this request through the Neighborhood Street Fund/Cumulative Reserve Fund which is administered through the Department of Neighborhoods.

District Council

Greater Duwamish

Project Title

Duwamish Trail (S Henderson to Marginal Pl)

Project Location

1400 S Henderson St

Project Description

Extension of the Duwamish Trail from the trail stub end at S. Henderson St to W. Marginal Way Place (access road parallel to Route 99). Currently the trail ends at Henderson St and bicyclists and pedestrians must navigate through a residential area and cross a heavily used freeway offramp to connect to W Marginal Place (which connects to the Duwamish Trail in Tukwila one mile further south). This is a new facility. Rough cost estimate for this project is \$1,000,000, including drainage and intersection improvements.

Project Justification

The South Park neighborhood plan calls for creation of additional facilities "for walking and bicycling for commuting, errands, other short trips and recreation." The Duwamish Trail currently goes through South Park but the trail is incomplete. One section of the trail stops just north of South Park, a stub trail exists in the middle of South Park and the Green/Duwamish Trail, which extends all the way to Auburn, ends just to the south of South Park. This project would extend the "stub trail" further through South Park and across a busy and dangerous freeway ramp (SR99) to Marginal Pl, which King County plans to improve with bicycle facilities in the near future.

Reviewing Department

SDOT

Dept Recommendations

Completing this link is critical to completing the Duwamish Trail system. This section will compete well for federal and state funds though some local match may be required. SDOT will vigorously pursue grant funding for this project.

District Council Greater Duwamish

Project Title

Establishing Pedestrian Exercise routes on the stairwells on the East Side of North Beacon Hill

Project Description

Provide curbs, bollards, painted borders, artwork, informational signs (in multiple languages) and rest benches that identify pedestrian exercise areas at the bottom and top of the four stairwells in North Beacon Hill, Specifically Holgate street between 16th and 17th, Hill street between 16th and 17th and Walker between 16th and 17th, and 17th and 18th. As in other exercise areas in parks, clearly identify these stairwells as public hill-climbs for pedestrian access, with information about improving health: elevation gained, # of laps necessary to walk/run a mile, local history and viewpoints.

Project Location

The four SDOT owned stairwells on the East Side of North Beacon Ridge, bordered by Holgate to the North, College to the South, 16th to the west and 18th to the east

Project Justification

These stairwells have been long neglected and are frequently sites of prostitution, drug activity and illegal dumping. Neighbors in this area have been working on improving these stairways to deter this activity and increase legitimate pedestrian access. Of the existing legitimate users, stair walking/running is a common activity, but the dangerous nature of these stairways (condoms, needles, human excrement and individuals under the influence) make this unappealing to a more diverse range of users (children, females and the elderly). We hope to establish a “North Beacon Hill Pedestrian Exercise” zone that will support incorporating healthy activities into the day-to-day community area, by setting up recommended exercise patterns throughout the stairways and neighborhood that will ultimately connect up with the Beacon Hill and Upper Rainier Valley Urban Village boundaries. We seek increase legitimate pedestrian traffic while providing an attractive asset to neighbors, visitors and commuters. Note that this neighborhood group is presently seeking funding from Seattle DON for basic beautification improvements (removing diseased or dangerous trees and invasive plants and replacing them with native low-

Reviewing Department

SDOT

Dept Recommendations

SDOT has been working with the North Beacon Hill Community on these stairways. We are currently rebuilding the stairway at 16th S & Holgate and doing other maintenance/repair work on the S. Hill St & S. Walker Street stairways. The DON matching fund program is a possible source of funding for planning and implementation of an exercise route project.

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maintenance species) via a neighborhood Small and Simple Matching Grant. We have had good response and support from a number of City Departments thus far, in particular SDOT and SPU. We feel that this first planning grant will put us in a position to be eligible to apply for more specific

District Council Greater Duwamish

Project Title

Facility Expansion, South Park Community Center

Project Location

8319-8th Ave S. Seattle, WA 98108

Project Description

South Park Community Center is located at 8319-8th Ave S, and is one of the only community gathering spaces in our neighborhood. The original field house, one of the oldest West of the Mississippi River, was torn down and replaced in 1989. The current structure served South Park residents well for almost 20 years, but does not have the physical space to meet the growing needs of our neighborhood children, youth and families. We are requesting Capital Improvement Project (CIP) funds to add two additional 'programming' rooms, expand and renovate our child care room, relocate and modernize our community technology center, and renovate our kitchen. This request is to repair and expand an existing Parks & Recreation Department facility.

Project Justification

South Park Community Center's bilingual (Spanish/English) elementary school-aged childcare program serves approximately thirty (30) students a day, Monday-Friday. Our all-day summer childcare program serves sixty (60) students a day. These limits are the result of facility limitations associated with DSHS accreditation requirements, not with neighborhood demand for childcare. We need to renovate and expand our community center in order to better meet the needs of our neighborhood clients. This facility renovation and expansion will strengthen our earned income, which subsidizes South Park Advisory Council's other community programs and events, and our contributions to Parks' scholarship fund and The City's General Fund. South Park Community Center's teen development program currently serves more than 100 registered youth, yet does not have a dedicated space in our Community Center. South Park Advisory Council and Seattle Parks staff are working with the Department of Human Services and the Mayor's Office to place a "portable" on our grounds, but such structures at other sites have deteriorated quickly and are at best temporary fixes to the high demand for safe, inviting space for

Reviewing Department

Parks

Dept Recommendations

Consider in a Parks and Recreation Plan Update. (Major capital development investment.)

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local teenagers. Every day, twenty (20) to forty (40) neighborhood teenagers choose to congregate and play at South Park Community Center. They deserve to be recognized for choosing to be in a positive, adult supervised City facility instead of

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Project Title

Georgetown – 8th Avenue S. & E. Marginal Way intersection

Project Location

8th Avenue South & E. Marginal Way South

Project Description

Pedestrian improvements to 8th Avenue South between East Marginal Way and the Duwamish River in Georgetown, including the intersection at East Marginal Way. Needed improvements include:• Crosswalk enhancements at East Marginal Way and 8th Avenue South: repainting and extending the crosswalk to reach 8th Ave. S.;• Sidewalk repair and removal of debris blocking pedestrian access to the sidewalk (abandoned cars, concrete debris);• Planting of trees or bushes to serve as a barrier between pedestrians and truck traffic along 8th Ave. S. The improvements are called for in the Georgetown Neighborhood Plan and are currently being designed through a community feasibility study and design process funded by the Department of Neighborhoods and involving both businesses and residents who use 8th Ave. S.

Project Justification

Please also describe who and how many people will be served, why the project is needed, and why the existing condition or facility is not adequate. Georgetown residents have been maintaining a street end park at 8th Ave. S. and the Duwamish River for 15 years. The street end park is a Pro-Parks site, and acquisition is expected to be complete later this year. Current pedestrian access across East Marginal Way and along 8th Avenue S. between the residential neighborhood and the riverfront park poses many safety hazards and substandard conditions. The Georgetown residential neighborhood includes over 600 households, and more than a dozen businesses currently operate along 8th Ave. S. A working group of Georgetown residents and businesses are currently conducting a feasibility study and design process for improvements along 8th Avenue South, including the intersection at E. Marginal Way. Preliminary results of this study have found that residents need safe pedestrian access across East Marginal Way and improved sidewalks along 8th Ave. S., including the removal of pedestrian barriers. The industrial business owners along 8th Ave. S. stress the need for a buffer between pedestrians and truck traffic

Reviewing Department

SDOT

Dept Recommendations

Will require additional study for feasibility. There may be opportunities to fund this request through the Neighborhood Street Fund/Cumulative Reserve Fund which is administered through the Department of Neighborhoods.

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on the street. The residential and business communities agree that the economic growth of the neighborhood depends on safe, well maintained sidewalks, streets, and intersections. The community design under development includes sidewalk and street repairs between E. Marginal Way and the end of 8th Avenue S., the addition of stormwater swales, and parking for employees of the 8th Ave. S. businesses and users of the park. The community's feasibility study and streetscape design will be completed by June 2006, and the working group will report the results to the relevant City departments. Anticipating the results of the Georgetown Working Group's feasibility study, the Georgetown community has identified the need for CIP funds to complete the pedestrian improvements, which will serve both

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Project Title

Hat n' Boots Restoration Project

Project Location

6400 block of Corson Ave – Oxbow Park

Project Description

This request is to fund the final step in restoration of the Hat n' Boots, located in the 6400 block of Corson Avenue South in Georgetown. Funds would complete the Hat, under the direction of the Seattle Parks

Department. Capital improvements needed to restore the Hat would happen in two phases. The first phase would sandblast the metal infrastructure, repair the framework, install wiring and lighting and then prime and paint it. This would stabilize the structure and prevent further deterioration. The second phase would restore the Hat to historical accuracy through resurfacing in the original gunite material and artisan painting. The second phase would also include the installation of skate board deterrents, approved by the Landmark board. The project scope and plan are completed, with funding the last remaining barrier to a complete restoration.

Project Justification

The Hat n' Boots is an important Seattle icon and landmark. Vernacular architecture is rapidly disappearing across the nation with the Hat n' Boots the last remaining

example in Seattle. These structures were built in 1955 as an attention getting device for the Premium Tex gas station. They represent the important role that transportation played in the growth of the city. Designation as a historical landmark was granted by the city in 2003. The Hat n' Boots is beloved by the Georgetown community and when complete, will be a stunning asset to the new neighborhood park, Oxbow Park. The Hat n' Boots are part of the Georgetown neighborhood, the heart of Seattle's design community but are also a fine example of the character of our city and its eclectic communities. In addition to the 1400 households in Georgetown and the population of the neighboring businesses that will benefit from the complete restoration of the Hat n' Boots, all of Seattle will benefit from the preservation of this landmark. As a tourist attraction, the Hat n' Boots will be small but important addition to the city's landscape and appeal. The community has worked for nearly 15 years to find a home for the structures and to raise the money to move and restore them. The Boots are complete and were the centerpiece of the opening celebration at Oxbow Park last summer.

Reviewing Department

Parks

Dept Recommendations

Current unfunded project in the Asset Management Plan. Possible NCRF funding.

District Council Greater Duwamish

Project Title **Project Location**

Holgate Street Resurfacing

Holgate Street (between 1st Ave South and I-5 overpass)

Project Description

Repair of existing asset. Asphalt concrete pavement, railroad crossings, abandoned railroad crossings are in severe disrepair, water doesn't drain, and potholes are dangerous. Street lighting is insufficient as noted by limited illumination and inability to see cross traffic at night, during rain. Project should remove existing pavement, reinforce subgrade with substantial material, repave with 8-inches asphalt pavement, and evaluate and replace street lights, cross walks, railroad crossings, and sidewalks in the vicinity.

Project Justification

Reviewing Department

SDOT

Dept Recommendations

SDOT will be rehabilitating the roadway surface in the vicinity of the railroad crossing/ 6th and Airport in the Spring of 2006. This work is also expected to address the worst of the potholes.

District Council Greater Duwamish

Project Title

Jefferson Community Center (Phase III Final)

Project Location

Jefferson Park

Project Description

\$3 million to finish Jefferson Community Center (north building). Needs to be on Community Center Levy 2007.

Project Justification

- Neighborhood Plan. - Jefferson Master Plan. - Serves Minority Community. - Needed to finish work we have started.

Reviewing Department Parks

Dept Recommendations

Consider in a Parks and Recreation Plan Update. (Major capital development investment.)

District Council Greater Duwamish

Project Title

Jefferson Park Phase III

Project Location

4000 Beacon Ave. (Jefferson Park)

Project Description

\$10 million for Phase II - Finished Features - Skateboard Park, Water Feature, Playfields, West Section, PAT Priorities. Some Basic Infrastructure - Paths, Drainage, and others from list of 36 capital projects in master plan. *We were told we could use this form - please keep on budget list (even though it needs levy support).

Project Justification

- Neighborhood Plan #1 item. - Parks supported master plan process. - Established Community and City goal.

Reviewing Department

Parks

Dept Recommendations

Some elements will be done in current PPL project. Consider remainder in a Parks and Recreation Plan Update. (Major capital development investment.)

District Council Greater Duwamish

Project Title

Lewis Park & Golf Drive Alley Improvement

Project Location

Lewis Park and adjacent unimproved alley between Golf Drive South and South Judkins Street

Project Description

The location of my proposed improvement is in the greenbelt (a.k.a. Lewis Park), and the unimproved alley, which is adjacent to every residence on Sturgus Avenue South, between Golf Drive South and South Judkins Street. The request is for 1. Extensive dead tree removal and re-planting of new trees in the park, in addition to slide control measures to prevent future soil erosion. Currently, there is what I as well as all of my neighbors on Sturgus Avenue deem to be dangerous conditions in that area. 2. Opening and Improvement of public right-of-way adjacent to Lewis Park and restoration to its pre-erosion condition to create opportunities for off-street parking.

Project Justification

Currently, there are numerous dead and leaning trees in Lewis Park which pose a very real threat to homeowners who live adjacent to the park. The soil has eroded over time and caused trees and dirt to encroach on the public right-of-way. In the past, when this alley was not blocked, most of the homeowners on the west side of Sturgus, parked their vehicles in their carports or garages in back of their homes, and not on the street, myself included. Now, not only are we relegated to putting our cars on the street, but there is less space to park them, as I-90 has cannibalized the entire east side of the street, where additional parking used to exist but is no longer allowed. By the end of summer 2006, there will be 27 homes served by this Park and right-of-way. With future planned development, this number will increase to nearly 40 by 2008. I submit that this is a statistically significant number, based on the density in this two block area versus other streets located in the same district. In summary, it may seem that my proposal encompasses two projects but it really doesn't. In reality, one created the need for the other. The erosion and subsequent landslides from Lewis Park created a life and safety hazard, and blocked the public right-

Reviewing Department

SDOT

Dept Recommendations

SDOT does not have funds to open or restore alleyways. Typically, if a neighbor or group of neighbors wanted to open and restore an alleyway they would be expected to pay for it. The Street Use Section would require a plan and may issue a conditional permit as applicable. If a new and on-going funding source was allocated for this purpose Street Use would be willing to administer it and establish criteria to prioritize requests.

of-way, impacting everyone negatively. The alley should be and needs to be re-opened and restored to the condition that it was in before the slides began. This includes grading and gravelling. Paving would be ideal! The park needs to be replanted with healthy, resilient trees and other native plants, as well as removal of ivy, to mitigate the erosion problem. The alley served a purpose in the past. Clearly,

District Council Greater Duwamish

Project Title

Marra Farm Improvement Project

Project Location

Marra Farm. 9026 4th Ave S, Seattle, WA 98108

Project Description

Marra Farm and adjacent plateau commonly known as Fibres Property or the Desimone Farm. 9026 4th Ave S, Seattle, WA 98108. A tool shed, greenhouse, community gathering pavilion, main pathway, and a playground. The City may choose to fund any combination of capital improvement projects. All amenities would be designed and built with community involvement and demonstrate green building techniques.

Project Justification

Every year hundreds of people from South Park, other Seattle neighborhoods, and other cities come to Marra Farm to garden, to volunteer, to exercise, and to learn. Because South Park is heavily industrialized, there is not much leisure space or public land available to the community. Marra Farm is one of these rare spaces. It serves as an urban refuge, a community gathering place, and a source of culturally diverse and organically grown food. From community surveys gathered over the past five years, we found that the South Park community would like amenities such as a covered gathering space, a path connecting to the local elementary school, a play area for children, a place for tools, and a greenhouse. These amenities would allow people to gather, picnic, celebrate, play, relax, and share their gardening knowledge and experience with others. These amenities will not only help build community, but will help develop the Marra Farm Coalition's programming and educational goals around community-based sustainable urban agriculture. We plan to involve the community in prioritizing, designing, and building these amenities. We want Marra Farm to be as accessible to the community as possible. These

Reviewing Department

Parks

Dept Recommendations

Consider in a Parks and Recreation Plan Update. (Major capital development investment.)

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amenities would help provide much needed social interaction between diverse community members. Imagine a place where community members of different races and generations gather together to play, have lunch, grow food, and ultimately cultivate relationships. Marra Farm's goal is to be a resource on urban agriculture and these amenities are the first steps in achieving this vision. Because Seattle Parks and Recreation, Seattle Public Utilities, Seattle Department of Transportation, and Department of Neighborhoods have an interest in Marra Farm, we believe that this project will be beneficial not only to the South Seattle community and surrounding

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Project Title

Plaza De La Raza

Project Location

15th Ave South and Lander, site of Beacon Hill light rail station

Project Description

I would like to have a pedestrian plaza in the area of the light rail station. At this time, there are plans to re-open Lander street (which is now closed due to construction of the light rail) and, rather than opening the street, North Beacon Hill neighbors would like to have an open, pedestrian plaza where we could have farmer markets, neighborhood meeting areas and a destination spot for our neighborhood. It would go a long way towards re-vitalizing our downtown area and eventually have a thriving section like in Columbia City.

Project Justification

Reviewing Department

SDOT

Dept Recommendations

These types of projects are challenging to fund.

This project may be appropriate for the Neighborhood Matching Fund or for the NSF/CRF program, both of which are administered by DON.

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Project Title

Plaza de la Raza

Project Location

Lander Street between Beacon Avenue and 17th Street

Project Description

This project would create a living street on Lander Street between Beacon Ave. and 16th Street, next to the Beacon Hill station. A “living street” is designed for all people and all modes of travel. A living street is narrow, without curbs – vehicles are slowed by placing trees, planters, and street furnishings in and along the street. It is a place where pedestrians will walk, low-speed vehicles can drop off passengers, and vans will provide access to transit for the elderly. During the weekend, the plaza is a public gathering space for a farmer’s market or community celebration. The plaza will become a central location on Beacon Hill – a place for everyone to come together to meet, greet, shop, and celebrate our diversity! The public plaza will be a place where everyone will feel safe co-existing in the street

Project Justification

The “Plaza de la Raza” will serve ALL of Beacon Hill. It will be a place for all travelers – pedestrians, bicyclists, motorists, and paratransit riders. On the weekend, there is an opportunity to create a place for a farmer’s market, neighborhood celebration, or festival - a place where the diversity of Beacon Hill can come together. There is no public plaza space in central Beacon Hill. A public plaza space was recommended in the 1999 North Beacon Hill Neighborhood Plan. For over a year, the Beacon Hill Pedestrian Task Force has been working to create a public plaza that would connect the Light Rail station with our neighborhood, enhance pedestrian safety, and create a public space that will serve as a new town center for our community. Beacon Hill will change with the light rail. We are an “Urban Village.” As the many properties in the immediate area get redeveloped into higher density uses, the value of this space for the social, economic, and environmental health of Beacon Hill will only increase. As density increases, public space will also diminish. We have the opportunity to create a wonderful and much needed public place. The plaza will create an amenity that has been lacking on Beacon Hill and will greatly enhance the station area around the light rail. Such an area is currently being designed into the Mt. Baker station just one stop away. The plaza is community based and takes its name from the nearby El Centro de la Raza. The plaza is supported by El Centro de la Raza, the North Beacon

Reviewing Department SDOT

Dept Recommendations

These types of projects are challenging to fund. This project may be appropriate for the Neighborhood Matching Fund or for the NSF/CRF program, both of which are administered by DON.

District Council Greater Duwamish

Project Title **Project Location**

Plaza de la Raza (Beacon Station Area Development) 2800 Beacon Ave. (Sound Transit Station), Lander Street

Project Description

Scored concrete pedestrian area on half to all of Lander Street Connection Transit Station to El Centro De La Raza Plaza @ Urban Core. (Not vacation, just a different treatment). Estimated cost \$90,000.

Project Justification

1. Supported by Beacon Neighborhood Plan. 2. Sound Transit must complete Lander Treatment in 13 months (Summer 2007). 3. Existing traffic pattern is unsafe - creates desired ped access & urban core plaza.

Reviewing Department SDOT

Dept Recommendations

These types of projects are challenging to fund. This project may be appropriate for the Neighborhood Matching Fund or for the NSF/CRF program, both of which are administered by DON.

District Council Greater Duwamish

Project Title

Road Diet on Airport Way South

Project Location

One half a mile stretch along Airport Way South, between Lucille Avenue and the old City Hall building on 13th Avenue

Project Description

We are proposing that a road diet take place along a half-mile stretch of Airport Way South, from 13th Avenue to Lucille Avenue. This section of roadway cuts through the small business district of Georgetown, which is currently experiencing economic revitalization. This request is not for a new facility or for a repair, rather we are asking for a change of status. The proposed road diet would be the conversion of the four-lane undivided road into three lanes (two through lanes and a center turn lane). The fourth lane may be converted to bicycle lanes, and/or on-street parking. In other words, existing space is reallocated; the overall area remains the same.

Project Justification

Georgetown is currently experiencing economic revitalization. Just a few years ago, Airport Way South housed several abandon buildings and vehicles used this street as a short cut to bypass traffic: things have changed. The once boarded up buildings are now home to retail shops and other small businesses. By year's end, we anticipate another four to six stores opening along this roadway. As new businesses open, more people are frequenting the neighborhood. We are striving to provide better accessibility to adjacent developments while creating a more pedestrian friendly business district. One obstacle facing Georgetown's business district is insufficient parking. Cars cannot park on Airport Way between the hours of 7:00am to 9:00 am and between 4:00pm and 6:00pm. The current restrictions limit business growth. The local bakery, coffee shop, retail stores and restaurants would all benefit from additional parking for patrons. We are proposing that Airport Way be reconfigured from four lanes to three. The concept of dropping lanes to improve pedestrian safety, which also tends to benefit street-side businesses, is known as a road diet. This would also free up a lane that can be used for creating much needed street

Reviewing Department SDOT

Dept Recommendations

The roadway capacity provided here with four lanes is critical. It will become more so with any reconstruction of the Alaska Way Viaduct. North and south of Georgetown there are significant industrial and warehouse users that depend on this route for tr

District Council Greater Duwamish

parking. The proposed road diet can offer potential benefits to both vehicles and pedestrians. On a four-lane street, drivers change lanes to pass slower vehicles (such as vehicles stopped in the left lane waiting to make a left turn). In contrast, drivers' speeds on two-lane streets are limited by the speed of the lead vehicle. Thus, road diets may reduce vehicle speeds and vehicle interactions during lane changes, which potentially could reduce the number and severity of crashes. Pedestrians may benefit because they have fewer lanes of traffic to

District Council Greater Duwamish and Southeast

Project Title

Chief Sealth Trail Extension, Interpretive Signs and Landscaping

Project Location

SUP right-of-way from 11th Ave S and S Oregon to S Roxbury

Project Description

1) Extend the existing Chief Sealth Trail from 11th Ave S to Beacon Ave S on the SPU right of way. 2) Install interpretive signs at various locations from along the entire trail, and 3) landscape the entire trail. The interpretive signs would highlight the first people in the area (Duwamish and bands of the Muckleshoot), the geology of Mt. Rainer, the Cascades Range, Olympic Mountains and valley that are clearly visible from corridor, and the flora and fauna of the area before it was changed by development. The landscaping would be primarily on the west and south side of the trail to provide summer afternoon shade and a green screen for some privacy for adjacent property, but it would be limited so as not to block the grand vistas, interfere with the power lines, or shade the trail in the winter.

Project Justification

The project will serve the non-motorized travel and recreation needs of Beacon Hill and the south Rainier Valley. The trail extension will expand the catchment area and increase the number of trail users. The landscaping will improve the experience of using the trail on sunny summer days and should increase the number of trail users. The interpretive signs will inform and enrich the experience of using the trail and improve the culture and knowledge of the city.

Reviewing Department

SDOT

Dept Recommendations

This project is on the adopted Urban Trails plan for the city and should compete well for federal and state grants. SDOT will continue to work with the community and pursue grant funding for this project.